

SAFETY SUPPLEMENT

TECHNICAL MANUAL

AEROSPACE EMERGENCY RESCUE AND MISHAP RESPONSE INFORMATION (EMERGENCY SERVICES)

THIS PUBLICATION SUPPLEMENTS TO 00-105E-9 REVISION 8, DATED 30 SEPTEMBER 2002, LOCATED AT WEB SITE:<http://www.robins.af.mil/logistics/LGEDA/Documents/to00-105e-9.htm>.

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TO THE ATTENTION OF ALL AFFECTED AIR FORCE PERSONNEL.**

PUBLISHED UNDER AUTHORITY OF THE SECRETARY OF THE AIR FORCE

6 JUNE 2003

1. PURPOSE.

This supplement provides instructions for update of TO 00-105E-9 Revision 8, dated 30 September 2002, affecting Chapter 13 US Army Helicopter Aircraft. This update adds new information regarding the UH-60 procedures with information regarding the recent US Army modification for installed the cockpit air bags system (CABS) and its associated hazards.

2. INSTRUCTIONS.

- a. This information, if it applies to your operation, can be downloaded and printed from this web site by the end user. Use the most current Adobe Reader for this function. This software is free and can be downloaded from Adobe.com at their web site. PDF files should be downloaded with the Reader running on your PC to reduce download time.
- b. This supplement to Chapter 13 adds information based on newly provided source data information regarding the UH-60. The new update should be added to Chapter 13 in TO 00-105E-9 Revision 8. The existing UH-60 data is now rescinded. The end user should save this file and print the affected pages, if applicable to the user's operation. File a copy of this Safety Supplement with the main Technical Order according to current regulations.

NOTE

The operational user file is the whole or selected printed pages from the web site placed in a binder used for local, transient operations or both. This information should also be included in mobility boxes where applicable. If your unit or a part of your unit is serving elsewhere, they should be informed of this Safety Supplement and how to obtain it. See TO 00-5-2 paragraphs 1-1.4,1-1.4.1, and 1-1.6 for Local Reproduction of TOs and Digital Media guidance.

THE END



UH-60. 2

AIRCRAFT SKIN PENETRATION POINTS

UH-60

T.O. 00-105E-9

EFFECTIVITY:

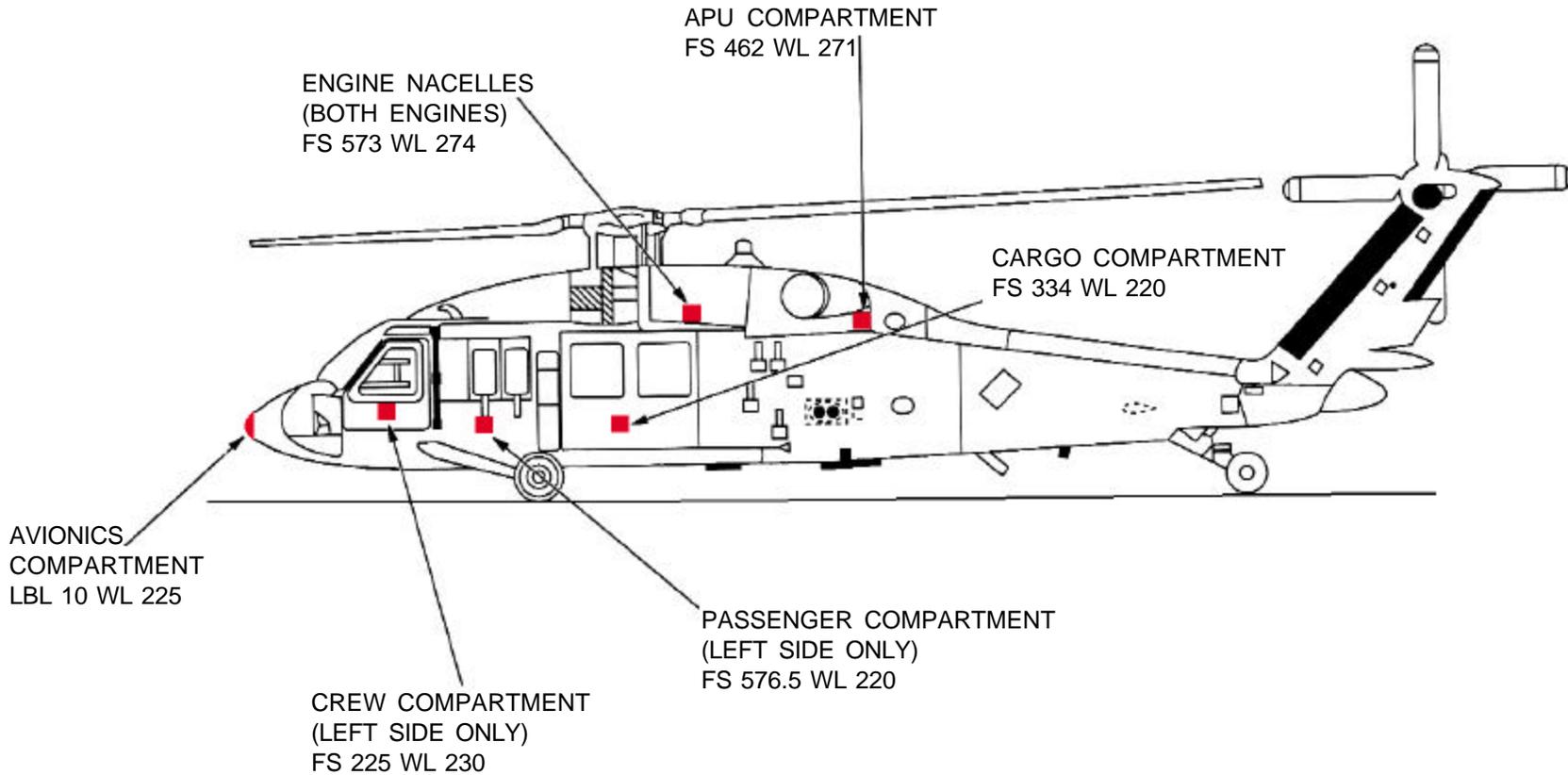
EH-60A "QUICK FIX" (Electronic)

EH-60B "SOTAS"

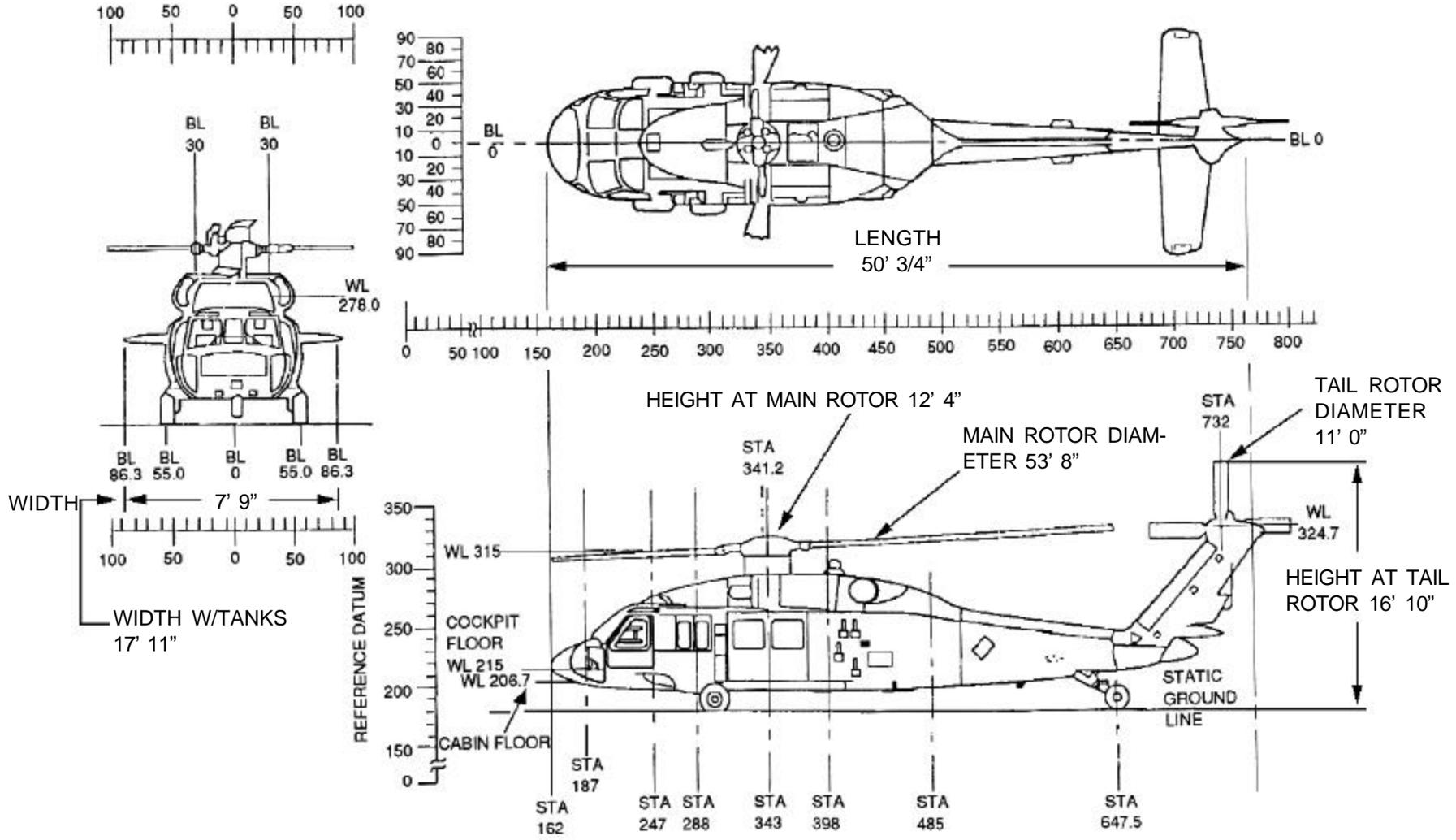
UH-60L Medical Evacuation or Troop Carrier

UH-60Q "DUST OFF" (Medical Evacuation)

MH-60K Special Operations (with refueling nose boom)



AIRCRAFT DIMENSIONS



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax
Fire Drill II

UH-60

AIRCRAFT ENTRY

1. NORMAL ENTRY

- Turn cockpit door handle counterclockwise to the open position to open door.
- Turn cabin door handle counterclockwise to the open position and slide door aft.

2. EMERGENCY ENTRY

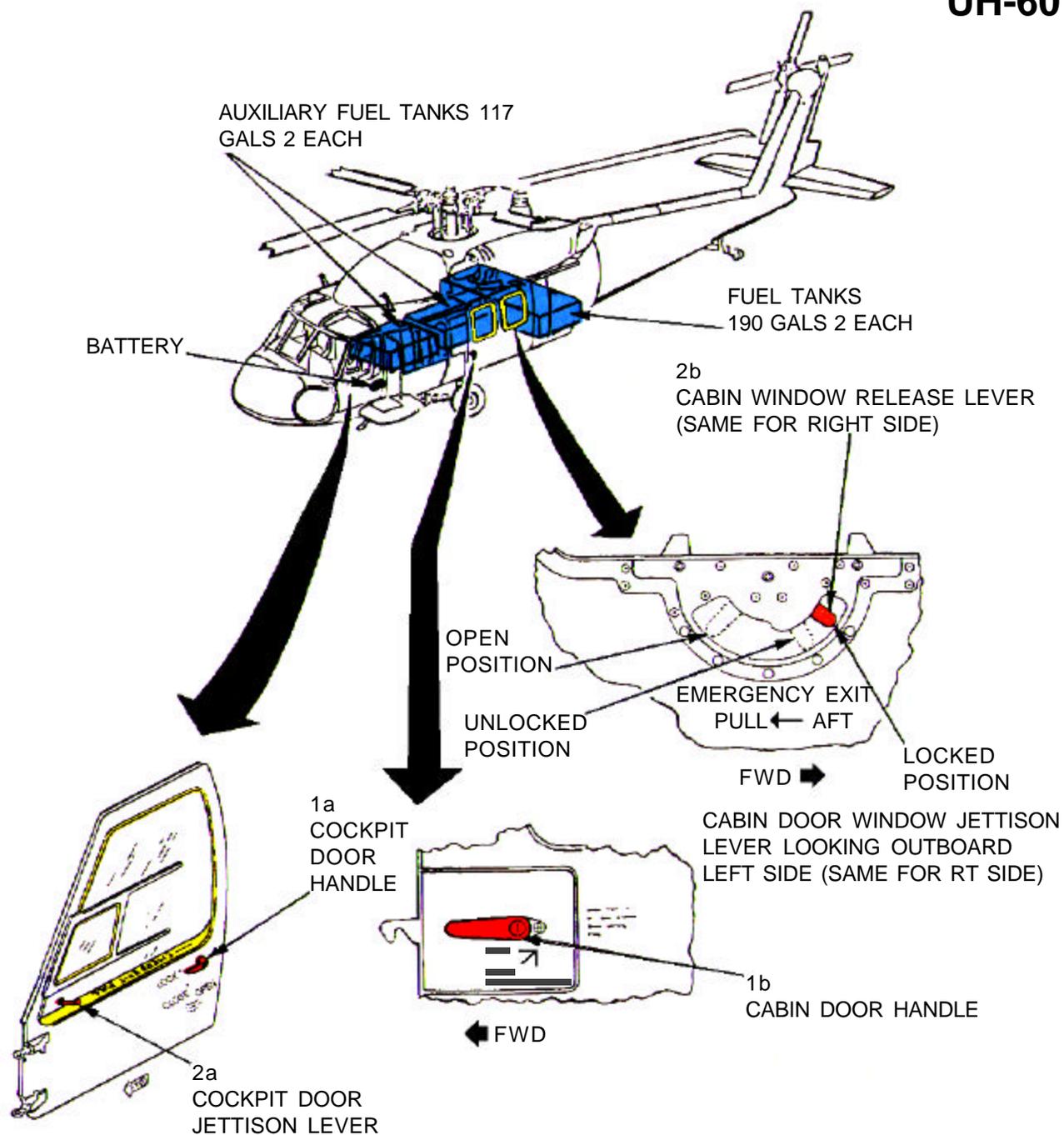
NOTE:

Doors are not pyrotechnically equipped.

- Break window in cockpit door and pull jettison lever aft to release door hinges.
- Break window in cabin door and rotate emergency handle, located below forward window, to the aft open position. Push bottom of window out to remove window. Both cabin windows on side operate this way.

3. CUT-IN

- Break window or windshield as required.



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

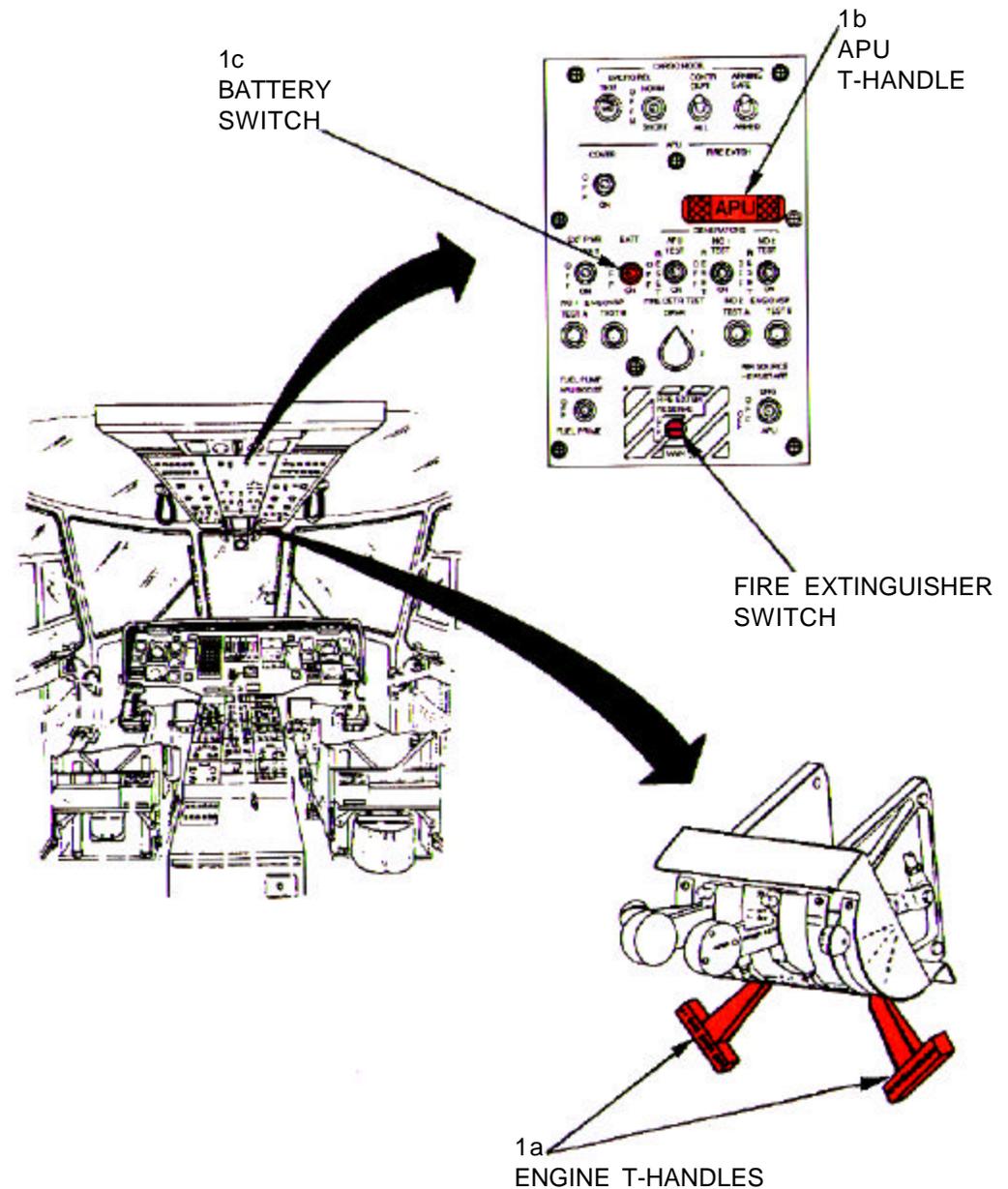
NOTE:

Battery switch must be in the ON position. To activate the installed fire extinguishing system, one T-handle must be pulled (agent is discharged to last T-handle pulled). Then, reposition the fire extinguisher switch from OFF to MAIN or RESERVE.

- Pull engine emergency T-handles, located on control quadrant, FULL AFT, to cut off fuel flow.
- Pull APU T-handle, located on overhead console, DOWN.
- Place battery switch, located on overhead console, to the OFF position.

2. AIRCREW EXTRACTION

- Release all lap belts and shoulder harnesses from aircrew. All aircrew seats have a complete lap belt and dual torso restraint shoulder harness centrally attached to a rotary release buckle or a pull-up release lever.
- Disconnect personnel leads from aircrew.
- Release all lap belt and shoulder harnesses from troop seats occupants. All troop seats have a lap belt and shoulder harness centrally attached to a rotary release buckle.



COCKPIT AIR BAG SYSTEM (CABS)

UH-60

WARNING

Gas generators contain pyrotechnic propellant. The propellant can be ignited by electrostatic discharge (ESC) and can cause severe injury or loss of life. When working directly on these devices, PPE and grounding straps must be worn. Equipment, technician and ordnance items must be grounded to the airframe.

NOTE:

CABS are activated upon hard impact. The CABS have been installed to protect crewmembers from colliding with control stick.

NOTE:

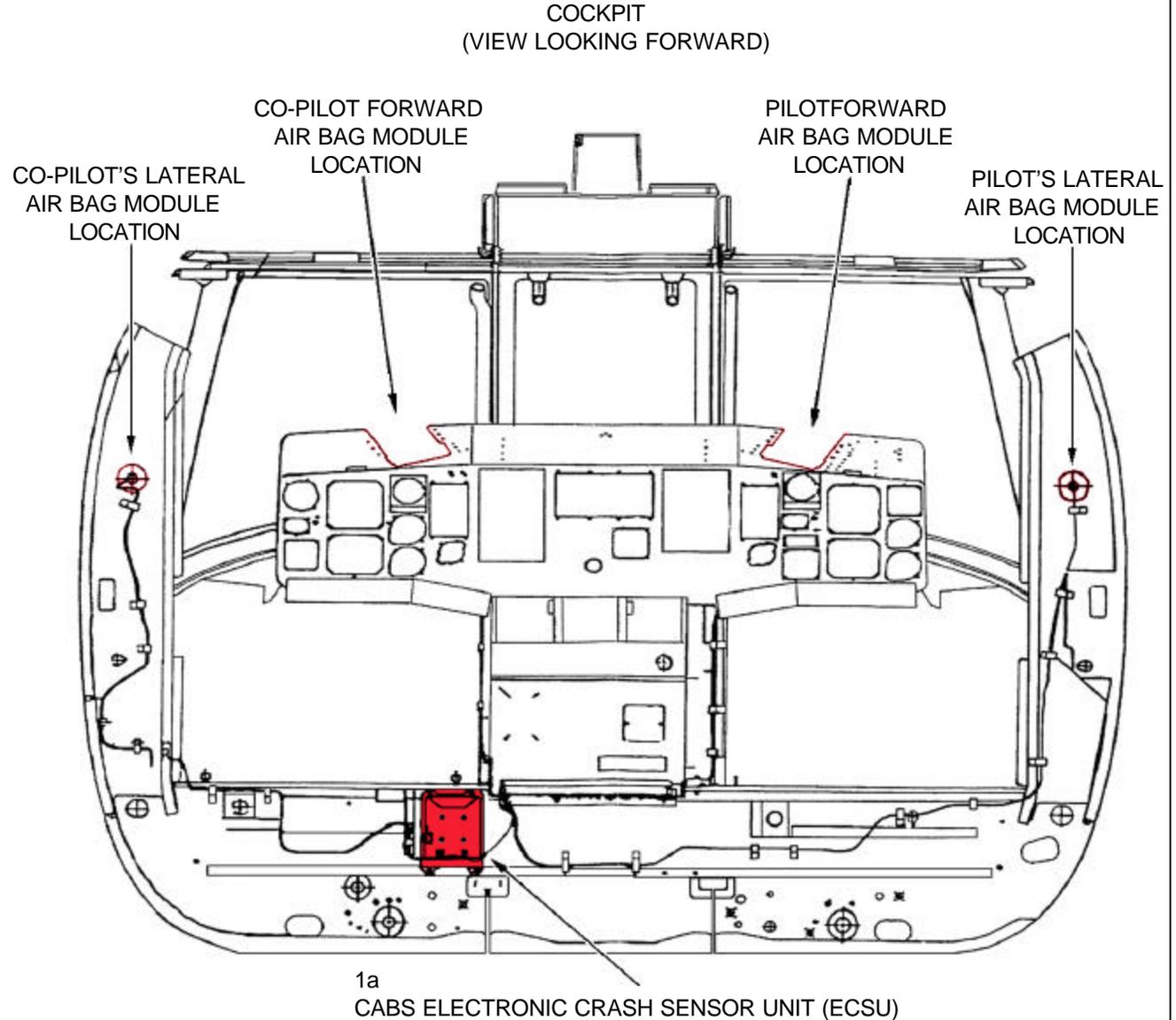
The CABS ECSU is located on a bracket mounted aft on the co-pilot's (left) seat.

1. SAFETYING THE CABS

WARNING

Prior to entry, visually check to see if the CABS have been activated. If the CABS have not been activated and rescue is required, safe the CABS prior to aircrew extraction. If the CABS activate during the rescue procedure, rescue personnel may be injured during air bag inflation.

- a. Locate the ECSU and disconnect the pin connectors for all four (4) air bags. If connectors can not be disconnected, dike the wires at the connectors.
- b. If the CABS have been activated, puncture the inflated air bags allowing room for aircrew removal.



COCKPIT AIR BAG SYSTEM-Continued

2. CABS AIR BAG LOCATIONS

NOTE:

The four gas generators are located inside each air bag module manifold. The connector will be the only visible indication that the gas generator is installed.

- a. Forward air bag modules are located on the forward glare shield underneath. Modules do not obstruct view of the crewmembers.
- b. The lateral air bags are located at the left shoulder for the co-pilot and right shoulder for the pilot.

